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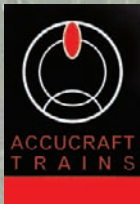
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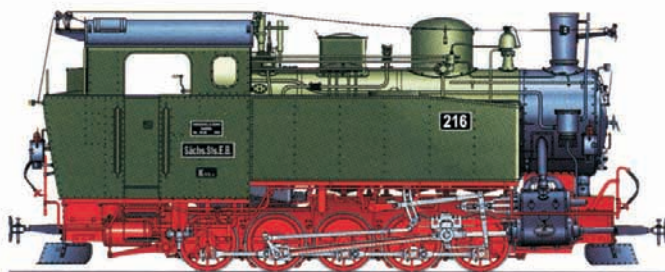
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**STEAM  
EVENTS**

# STEAM IN THE GARDEN

Vol. 20, № 2  
Issue № 110

Gather, friends, while we inquire, into trains propelled by fire...

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## FRONT COVER:

*A pair of Forney demonstrators were sent to the SC&RR from Baldwin to sell their new idea. One snowy day when the saw mill was shut down the SC&RR crews decided to take the locomotives for a trial run, so they fired them up, captured a couple of hacks and left Salt Creek about 10:00 AM on 1/3/1909. It was 12 degrees outside. The pictures were taken as they crossed the Howe Truss bridge over Salt Creek, just west of town. A photographer just happened to be out by the bridge and was startled, knowing the sawmill was down because of the unusually cold weather for Arkansas. He was taking some wilderness shots when the train came through, and he turned and got the shot.*

photo by James (Mitch) Mitchell

Editor

**Ron Brown**

**Iron Woman**

*Marie Brown*

## CAD & Other Drawings in This Issue

Dan Rowe, Eric Strauss, Jim Fainges

## Regular Contributors

Larry Bingham.....	California
Carl Berg.....	New York
Paul Blake.....	Australia
Tom Bowdler .....	New York
Keith Bucklitch.....	England
Jim Fainges.....	Australia
Les Knoll .....	Illinois
Joe Leccese.....	Massachusetts
Jim Pitts .....	South Carolina
Jerry Reshew .....	Mississippi
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Jeff Young.....	Canada

**Steam in the Garden** (USPS 011-885, ISSN 1078-859x) is published bimonthly for \$35.00 (\$42.00 for Canada, \$72.00 overseas) per year (6 issues) by Steam in the Garden, PO Box 335, 6629 SR 38, Newark Valley NY 13811. New subscriptions please allow 6 - 8 weeks for delivery. Direct correspondence to PO Box 335, Newark Valley NY 13811. Periodicals postage paid at Newark Valley, NY and additional mailing offices.

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# CALENDAR OF EVENTS

**Southern California Steamers** - contact Sonny Wizelman for dates, places and any other pertinent information. 310-558-4872 - [sonnyw04@ca.rr.com](mailto:sonnyw04@ca.rr.com)

**Michigan Small Scale Live Steamers (MSSLS)** hosts a large number of steamups. For details on What, When and Where, go to their web site at <http://www.mssls.info/>

**Upstate Steamers, upstate New York steamup calendar.** If you are in the area, come out and join us!  
<http://gold.mylargescale.com/Scottychaos/upstatesteamers/>

**Puget Sound Garden Railway Society steamup schedule:** We have 2 steamups per month, one at the Georgetown Powerplant in Seattle on the second Saturday of every month, and a steamup at a member's track on the fourth Saturday of the month. Here is a link to our steamup timetable.  
<http://psgrs.org/livesteamtimetable.html>

**May 28-30, 2010 - PLS Memorial Day Meet, Rahns, PA**  
For more info, <http://www.palivesteamers.org/>

**Jun 22-26, 2010 - Electric City Trolley Museum (NRHS Convention), Scranton, PA**

**Jul 8-11, 2010 - Tuckahoe Steam and Gas Annual Show, Easton, MD.** For more info,  
<http://www.tuckahoesteam.org/>

**July 14-18, 2010 the National Summer Steamup** will be held at the Lions Gate Hotel in McClellan, Calif., a suburb of Sacramento. The 2010 event will feature both 45mm and 32mm tracks, a Saturday night BBQ dinner, clinics and workshops, exhibitor displays and swap tables. For more information please visit the web site at <http://www.summersteamup.com/> or e-mail [steamup@summersteamup.com](mailto:steamup@summersteamup.com) or call (650) 557-2993.

**Sep 3-5, 2010 - PLS Labor Day Meet, Rahns, PA.** For more info, <http://www.palivesteamers.org/>

**Sep 24 & 25, 2010 - Fall ECLSTS, York Expo Center, York, PA.** For more info,  
<http://www.tbto.org/calendar/ca20100924.html>

**Check our web site < [www.steamup.info](http://www.steamup.info) > for up to the minute Calendar of Events.**

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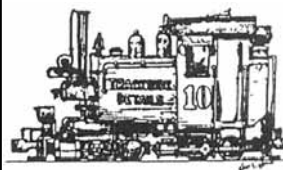


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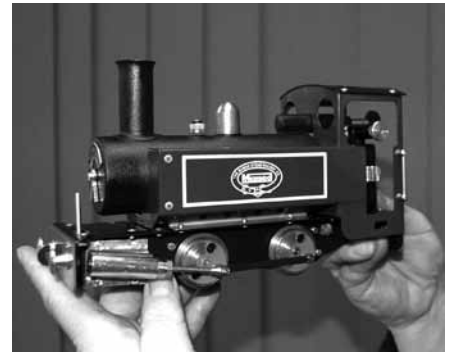
# WHAT'S NEW?

**Mark Johnson is happy to announce his new online store "Silver State Trains" ([www.silverstatetrains.com](http://www.silverstatetrains.com)).** Silver State Trains specializes in large scale setups and steam engines. Mark has set up the Silver State Trains online store to meet all your large scale needs. When you visit the store, you will find a full service store, including the following:

- Accucraft
- Aristo-Craft
- AML
- AMS
- Bridgewater power supplies
- SplitJaw rail connectors
- USA Trains

Mark is not only a dealer for new merchandise, but also has a lot of experience in setting up new layouts and reworking existing layouts. He has been running large scale for over 16 years, is a veteran to the hobby, and is well known amongst other G-scale and live steamers. Mark is a member of the burnt finger club and is also known as "Fireball Johnson". He is a member of the Steamaholics, known as Livesteam53. Check out his ad in this issue and visit his web site. Please be sure to mention that *Steam in the Garden* sent you!

**A family owned company, Mamod Ltd manufactures gas-fired locos – and rolling stock to go with them.** The new improved Mamod Train features improved construction, quality and pulling power. The Mamod company stopped making it in 1989 but resumed its production last year with the new locomotive and the result is a model that is 60 per cent more powerful. The Mamod Train, which is Butane/Propane gas fired, has an average running time of 15 minutes but some owners have had runs in excess of 30 minutes. The improvements are a larger boiler, safety valve release pressure of 40psi, a cab sided steam regulator, oscillating double action cylinders with glands, improved forward and reverse lever, improved wheels and axles, silver soldered boiler construction with re-heat tubes, easy wheel removal for conversion to 1 gauge and cylinder and engine face blocks available for conversion to 1 gauge. For more information, visit the Mamod web site at: [www.mamod.co.uk](http://www.mamod.co.uk)



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# *Accucraft Forney*

by James (Mitch) Mitchell

photos by the author

**Forney Live Steam Locomotive**

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**Available in Black as a 2-4-4 or Green as an 0-4-4**

**Features: Ready to Run, Piston-Type Slide Valves, Lift-Off Hinged Cab Roof, Water Level Gauge, Inside Admission Steam Feed, Pressure Gauge Facing Aft and Machined Stainless Tires and Wheels**



*Forneys double heading across the Howe Truss bridge over Salt creek,  
just west of town of Salt Creek.*

If you are looking for a well made, operating live steam model of a late nineteenth or early twentieth century vintage locomotive, then this may be the product for you.

This model is available in two different wheel arrangements and two different liveries respectively. Also, one has a simulated closed-in winter cab and the other an open end cab.

This ACCUCRAFT product arrived in the hobby shops shortly before the 2010 International Small Scale Steam-up in Diamondhead Mississippi. Although this product doesn't attempt to represent a particular prototype locomotive, it does represent a style that could have come from Baldwin Locomotive Works.

The AC77-050 is an 0-4-4 and has a tan simulated all weather cab and brown water tank, green boiler and silver smoke box.

The AC77-051 is a 2-4-4 and has a black open ended cab with red window frames, black tank, metal flake gray boiler and warm gun metal smoke box

## Forney History:

Matthias N. Forney (March 28, 1835 - January 14, 1908) was a designer and builder of American steam locomotives. The famous Locomotive that he designed was widely used on the elevated railroads in New York City before they converted to all electric. There is an example of a restored Forney on the Disneyland Railroad in Anaheim, California. It operates as the number 5.

Mr. Forney started his career as a draftsman for the B&O in 1855 and then moved on to the Illinois Central from about 1861 to 1864, during which time he patented an 0-4-4 T. He later became employed by the Hinkley Locomotive Works and stayed until 1870. Forney felt that by omitting the tender, the extra weight would increase axle loading and therefore improve traction effort.

Then he started working for the Railroad Gazette where he quickly earned a reputation as an expert in steam locomotive theory. The Forney locomotive was later proved as an ineffective road engine. Most of the Forney engines were retired to industrial service after the elevated suddenly stopped using them in favor of electrics. The Forneys served quite well on the New England two foot gauge railroad and some of them can be found there operating as tourist attractions today.

## Review

Accucraft provided both models for this review and, as always, they were found well packed and in excellent condition upon arrival. I took detailed photographs of the unpacking but will not go into much detail of this action.

I had a small, late fall steam-up on the Salt Creek and Red River Railway (my railroad) where other live steamers were available for evaluation of the out-of-box operation and performance of these locomotives. As it was, we noted a few differences, and quickly determined they are a step up from a Ruby. For one, the boiler holds 150 ML of water full vs. 120 ML full for the Ruby. We filled each locomotive with steam oil, butane and water as noted above. My railroad is ground based and has 2.5% ruling grades, 10' minimum radius and # 8 switches on the Main line. Both locomotives began relieving steam through the spring type pops in about 6 minutes. They were released to operate down grade at first on the point to point railroad running light. They were a little fast on the down hill laps, but buckled down and turned up hill with very little assistance. I was surprised at how well the relatively light little engines held the track. Even the 2-4-4 lead truck gave no problems!

The 0-4-4 operated non stop for 28 minutes and the 2-4-4 lasted about 22 minutes. The day was growing short and we concluded running operations without putting them under load at that time.

Here are some of the appearance comments made by the 5 or 6 people at the event and following the Diamondhead steamup:

*Bruce Stockbridge said he really liked the larger winter cab on the 0-4-4.*

*Many said however, that the 0-4-4 (green one) was a bit colorful.*

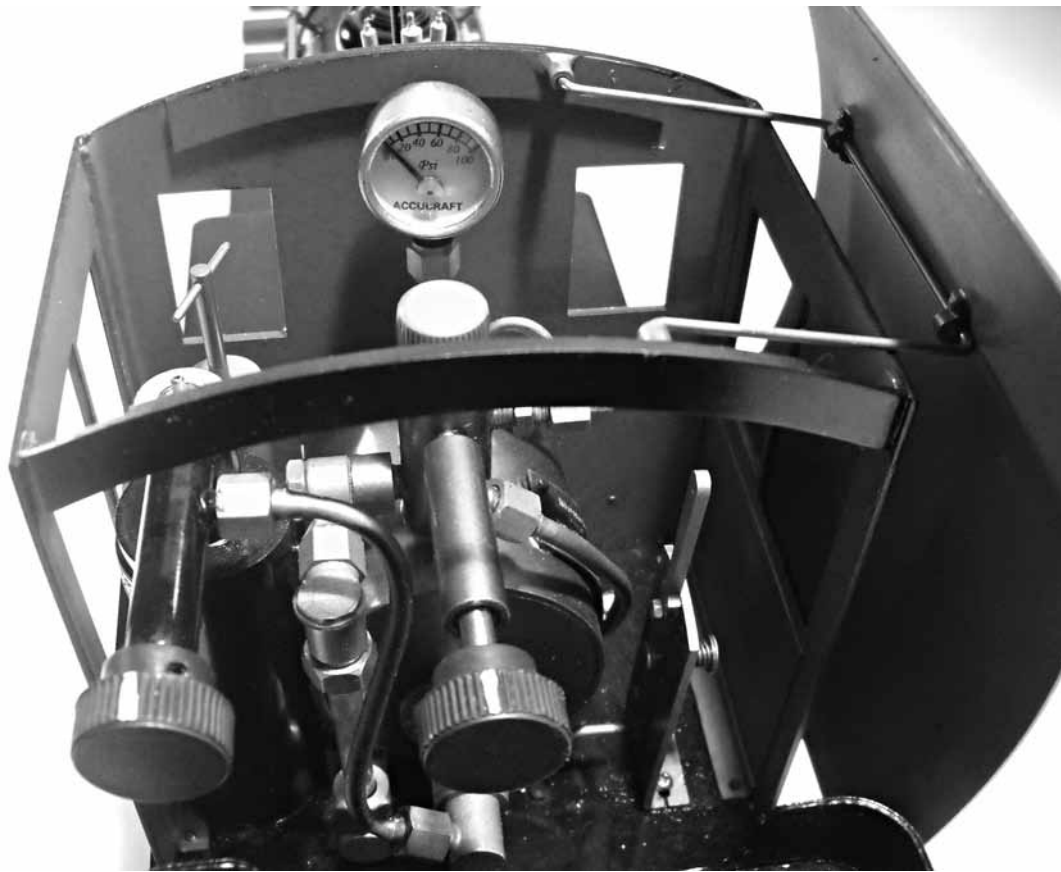
*The 2-4-4 (black one) had a nice blend of dark colors. Even the smoke box metal was a little darker than the boiler. I preferred this livery.*

*Norm Andersen said the toggled coupler would allow better operation--more on this later in this review since we ran light at this event.*

*Another said "Boy... that pipe with the valve on top won't last very long."*

I noted that the smoke box door has a single hinge





***Cab interior and controls. Note the location of the pressure gauge mentioned in the review. Also note the convenient hinged cab roof.***

wood sill beams on the front and/or rear of the locomotives only scale out to be about 4" thick. This would probably be 8" to 10" thick on the prototype.

Bruce Gathman noted that the water tank top rails had an unusual reduction in height in the very back, rather than at the very front of the tank. This

and will require delicate handling as does the same design on my Ruby Ida.

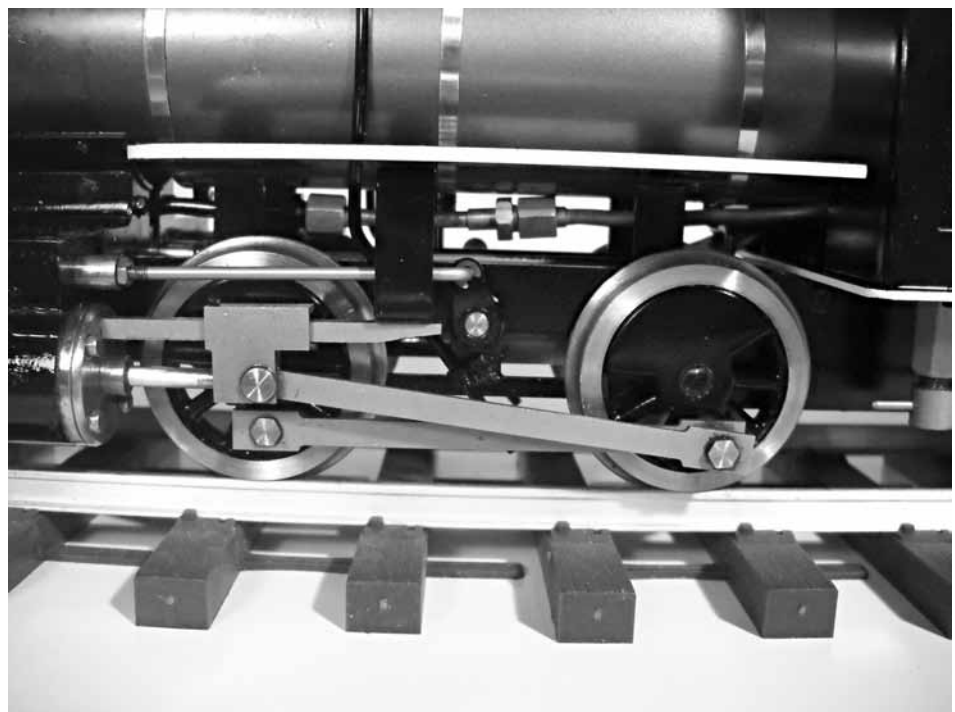
I also quickly noted that the steam gauge, although it faces aft as we have often suggested to Accucraft, was so far up in the cab that it couldn't be seen without lifting the cab roof.

I did like the hinged roof as it is readily returned to the closed position when you're ready to operate.

One thing I noticed when installing couplers was that the draw bar pocket is not manufactured at a consistent height. I had to use an offset up coupler on the 2-4-4, and I mounted the couplers on the bottom of the pocket on the 0-4-4. This brought the #1 Kadee couplers to the correct mounted height recommended by Kadee.

Also noted was that the

change in height usually occurred in the front on the



***Where the tires meet the rails.***

prototypes, to allow more fuel to be piled in the rear of the tank area.

For the next event, I took the locomotives to Diamondhead to check performance on level track. The small loops there are 42" radius on the inside and 46" radius on the outside. Since these are both less than the 48" minimum radius Accucraft lists as their minimum performance, I wanted to see what they could do on it. Both locomotives performed well light and then I added about 4 loaded log cars and a brass Accucraft 'Westside' caboose. I was a bit skeptical that the locomotive could couple on the 42" radius, but here is where the toggled couplers spoke up and did their job. They handled these cars on both radii. Kudos for Accucraft!

I thought this would be sufficient for the review and was ready to write her up, but later on, while watching the draw bar pull, I thought this would be a way to measure the pulling performance. Of course, there are some tricks that the contestants do to improve performance in this event, but I did none to these locomotives. The 2-4-4 pulled 1 lb. 12.7 oz. The 0-4-4 pulled 2 lb. 12.7 oz. I figured that was good information for the review. Well.... I was surprised on Saturday morning when Jerry Reshew announced that the 0-4-4 won the two axle category! More Kudos to Accucraft!

If you want a small locomotive to add to your ros-

ter, then these locomotives listed at MSRP \$659 will be right for you. I have seen them for lower prices at different sites, so shop around. A medium-small, but fine locomotive.

#### **Pros:**

**Black locomotive looks very probable**

**Hinged roof is good**

**Toggled coupler good for small radius**

**Lubricator has drain valve**

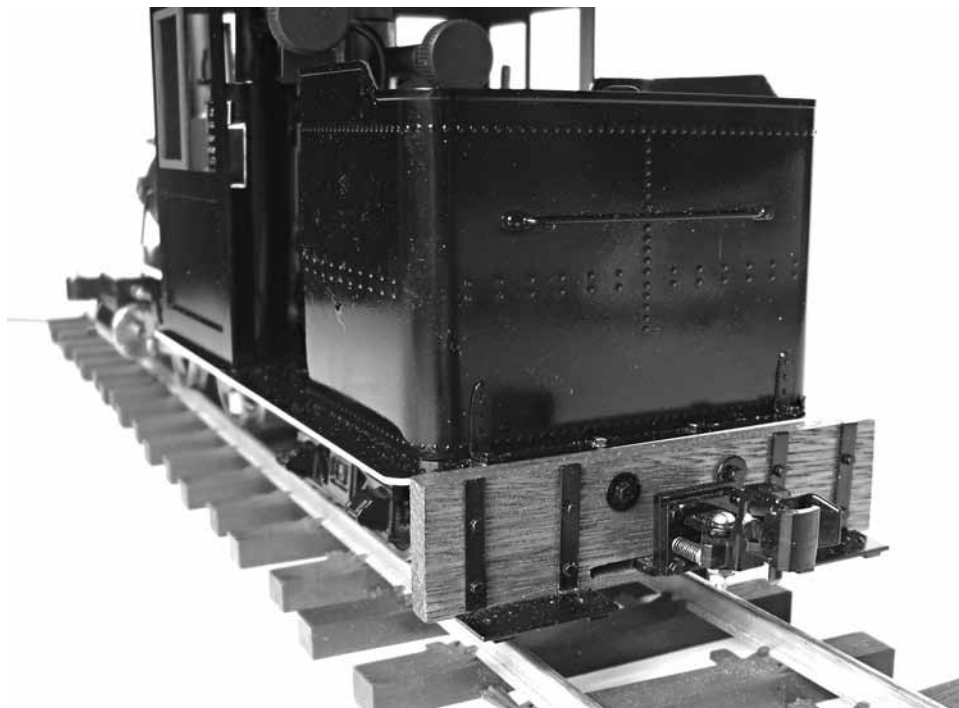
#### **Cons:**

**Green locomotive a bit colorful**

**Poorly designed coupler height**

**Steam gauge hard to see in front of cab**

**Smoke box door hinge is fragile**



*Rear end beam and coupler mount.*



## ***2010 Diamondhead – International Small Scale Steamup***

**by Jim Pitts**

**photos by Jim Pitts, Ken Matticks,  
Mike Martin, John Tribe and Steve Baker**

Way down yonder - just north of New Orleans - is a land of steamy scenes. The crown jewel of the small scale live steamups, Diamondhead, Mississippi is the destination to boil water and refresh our shared enthusiasm for steam machines.

The 17th International Small Scale Steamup,

Diamondhead 2010, welcomed over 180 participants from near and far. Some traveled by air, others by car, and a few kept the faith by traveling by rail.

Our host, Jerry Reshew, initiated the steam ups back in 1993. Other than 2006 when the aftermath of Hurricane Katrina spoiled the show, Diamondhead



*Bird's eye view of the atrium layout at Diamondhead 2010. In the lower center is the bar where many projects, completed or under construction, are proudly displayed.*

has been a constant and welcoming oasis in a sea of change. This winter weekend event has now grown to a full week with 24 hour track time.

Elevated tracks – three separate dual track layouts with steaming bays – never close. At the center of each layout and along the perimeters are areas for viewing, tables for servicing, display and fellowship.

Trackside becomes the arena for coaching and a classroom for one-on-one teaching. The fine art of coal firing, alcohol burning and butane gas systems can be “clinically” observed. The knowledge gained enhances confidence and operational success. Complimenting the informal instruction trackside, seminars were offered by Vance Bass, Dawn Brightwell, Ron Cole, Howard Freed, Jerry Reshew, Dan Rowe, Jeff Young and Sonny Wizelman.

For those seeking to purchase or sell, a Steam Flea Market was staffed by Carol Homuth with the assistance of Bruce Gathman and Tom Toth. This was in addition to the exhibits by Crescent Models, North Jersey Gauge 1, Piedmont Steam Supply, R&R Train Company, Sunset Valley Railroad and The Train Department. Also, throughout the atrium were displays of various Gauge 1 live steam locomotives and rolling stock by Accucraft, Aster, Regner, Roundhouse, etc. Examples of historic Bassett Lowke, Beck and Hemmens were also on display.

Always a source of awe are custom crafted locomotives and rolling stock. Notable this year was a pair of scratch built, 1/32nd scale, cabooses built by Ross Schlabach. He explained that they were built like the prototype with a wooden superstructure and a fully detailed metal underframe. They incorporated custom bent brass channel, handmade corner steps and windows framed up in prototype fashion painted with the proper siding and colors. The only commercial parts used were trucks from Accucraft plus brake gear & couplers from Precision Scale.

A celebratory feature this year was a leap backwards in time when playing with trains meant clockwork engines. Marc Horovitz and Jeff Young hosted a parade of wind-up locomotives. These twenty three clockwork engines displayed the full range of the toy train experience - some could barely move while others were adept at making the owner chase them down. They were a reminder that the good old days in our hobby was simpler and safe for “children of all ages.”

Another whimsical highlight was Sonny Wizelman's Shay-Up. Unfortunately, no world records were broken. A Regner Shay built during the steamup proudly participated. Mike Simpson hosted a parade of Crickets, the only small scale steam loco manufactured in the USA.

Back again for 2010 was the Locomotive Weight Lifting Contest. Coordinated by Bruce Gathman on a

dedicated track in the atrium, competitors measured the pulling force or tractive ability of their locomotives.

Award and Category winners included: Clockwork - Raif Copley and his Bassett Lowke Prince Charles 4-4-0 (11.5 oz), ONE AXLE - Sonny Wizelman and his Accucraft/Gage gypsy winch ( 2lb 4.8oz), TWO AXLE - Mitch Mitchell and an Accucraft 2-4-4 Forney (11lb 12.7oz), THREE AXLE - Bob Pope's Accucraft 2-6-0 Mogul (2lb 15.6oz), FOUR AXLE - John Frank's Accucraft K-36 2-8-2 (8lb 140z), and MOST UNUSUAL - Travis Weidner's "Junk Yard Dog" (6 oz).

One cannot talk about the Gulf Coast without mentioning their world famous cuisine. Evening meals at the Jourdan River Steamer, Trapani's, Pier House restaurants, breakfast at the Waffle House, and brunch at the Diamondhead Country Club are always memorable occasions.

The Clack Valves and Cornets Steam Band entertained at the lavish Country Club brunch. This music ensemble (steamers all) is directed by Joe Hall. Cornet players are Rob Lanichek and Marc Horovitz. Baritone Horn section featured Bill Courtright and Jerry Reshew. Trombonists were John Garrett and Charles Russell. On Tuba were Gary White and John Bigelow with Doug Joslyn rounding out the musical ensemble on drums.

Adjacent to the atrium, the hospitality suite offered a haven for unhurried conversation and a never ending sweet supply of King Cake, coffee and tea. A veritable avalanche of King Cake was consumed during the week. The cumulative blood sugar readings for the week are off the charts .

Apparently the locomotives were equally hungry. Jerry Reshew reports that 120 gallons of distilled water, 11 gallons of alcohol, 80 large Primus cans of isobutane, 23 small cans of isobutane and 48 small cans of butane were consumed.

Participants came from: Florida (28), Texas (14), California (15), Georgia (10), Washington (6), Louisiana (6), Michigan (5), Illinois (4), Colorado (5), Mississippi (5), Arkansas (4), South Carolina (4), Virginia (4), Alabama (3), Pennsylvania (3), Missouri (3), Maryland (3), North Carolina (3), New Mexico (3), Kansas (2), New Jersey (2), New York (2), Arizona (1), Oklahoma (1), Iowa (1), Indiana (1), Kentucky (1), Ohio (1), Oregon (1), Utah (1), Vermont (2), and Wisconsin (1). Our International visitors were from: Canada (11), United Kingdom (5) and Trinidad (1).

Credit goes to the “front desk ladies” who are the administrative glue that holds the Steamup together. Their welcoming smiles and helpful spirit with registration, distribution of aprons and shirts, and responding to countless questions allows the administrative process to flow like a well lubed, user friendly machine. Our thanks to Sue Garrett, Carol Krutzke, Jerra Matticks,



*The famous 1930's Rhinegold Express, a continental classic consist in Gauge 1 owned by Jim Overland. The locomotive is a Marklin S3/6 Pacific which was mechanically overhauled by Dave Hottmann and the coaches are J & M.*



*John Shawe shovels coal into his O gauge steamer, under the watchful eye of Jim Overland.*



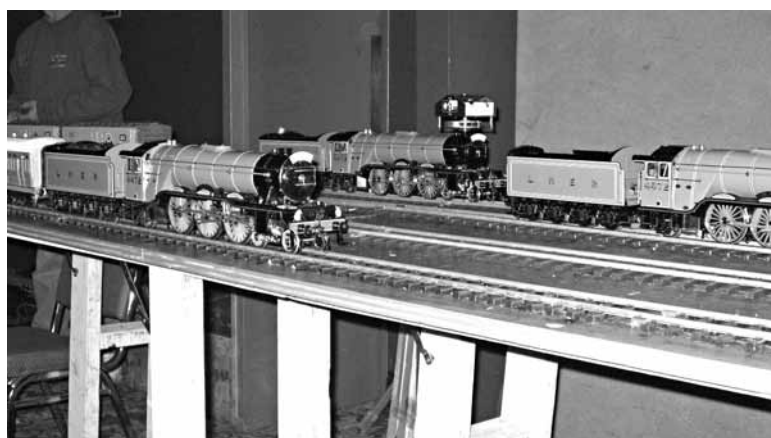
*Sitting by the side of the pool, Harold Dunsford navigates his steam-powered launch across the still waters.*



*Bob Pope positions his Accucraft 2-6-0 Mogul Loco for the Drawbar Pull Competition and won the three axle category pulling 21b 15.6oz.*



*Regner of Germany and The Train Department furnished a Shay KIT for a community build.*



*Only in America! Three Aster Flying Scotsman #4472 with LNER livery patiently await departure.*





*Jerry Sheehan proudly beams over the completed Regner Shay Kit constructed under his watchful eyes.*



*John Riley poses in his walk around the circuit with his Regner Vincent.*



*The Clack Valves and Cornets Steam Band entertained at the lavish Country Club brunch. This music ensemble (steamers all) is directed by Joe Hall.*



*Let there be light! In the dim light of the atrium, a work light illuminates Yves Guillaume and Hans Huwyler as they tune an Aster JNR C62.*



*John Tribe pauses to smile at the camera as his Aster "Evening Star" pulls a set of J & M Pullmans (complete with interior and lighting).*



*Melinda Tribe and Geoff Spenceley reflect the happy smiles of reunion and friendship that span the continent and even across the pond.*



*William Finegan prepares to steam his Accucraft K-28 D&RGW #478 for its morning run.*



*Andrew Finegan opens the throttle on his Aster Lion (Thunderbolt) to pull a heavy load of custom crafted ore cars.*



*John Riley, Geoff Spencely, John Tribe and Mike Albert share their collective wisdom as John Tribe prepares his locomotive.*



*Jim Pitts is all smiles as his coal fired Aster SNCF U1 is being fired by Yves Guillaume for an evening run. In the background, Jim Overland observes their progress.*



*Bill Payne (right) in a discussion with an unidentified fellow steamer.*



*Tom Myers and Tom Toth are double heading a freight run.*



*Wayne Sorenson and Dan Fuller enjoy the rays of sunshine in the atrium as a passenger and freight consist rumble past.*



*John Coughran adjusts his loco for its morning run.*

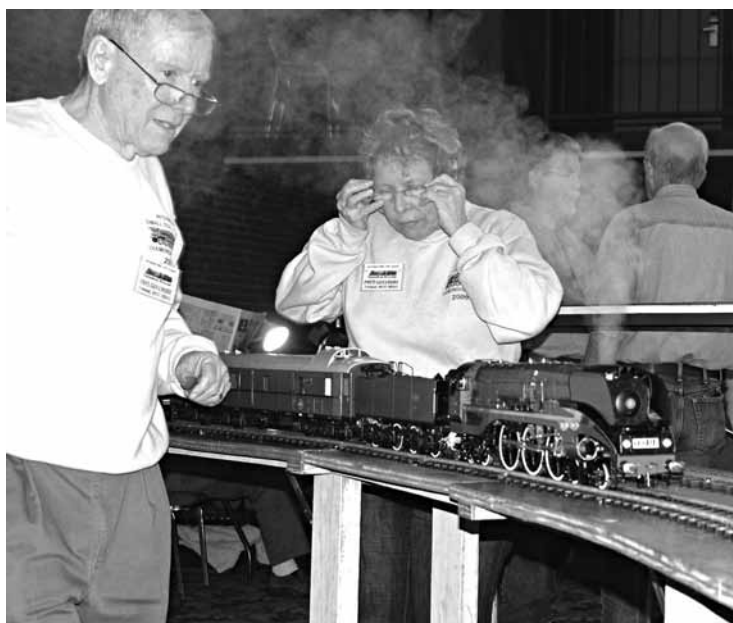


*Mitch Mitchell (left) and Bruce Stockbridge keeping their logging equipment in good repair.*





*John Garrett polishes his Aster Baldwin.*



*Yves & Patti Guillaume with one of Yves' coal fired beauties.*



*Hans Huwyler (l.) and Jerry Reshew at the Heritage Locomotive table.*



*Dan Rowe (l.) and Tom Reinhardt in a show 'n' tell discussion.*



*Harry Gray with his beautiful scratchbuilt scale model of LBSC's TICH.*

Ginny Morris, Fran Reinhardt, and chief of staff Valerie Nichols. Our roving photographer was Carol Jobusch - she is like the Timex commercial of years ago - she never stops!

Among the notables were Yves Guillaume, Marc Horovitz, Norm Saley, John Shawe, and Geoff Spenceley. Yves Guillaume and John Shawe are the in house experts on coal firing. Marc Horovitz, editor of Garden Railways, is the self effacing enthusiast for small scale, regardless of vintage or fuel or as he demonstrated this year, running spring-powered trains. His recently published - *Passion for Steam* (Atlantic Publishers, 2009) - tells the history of small scale live steam and is a virtual showcase of locomotives past and present.

Norm Saley is one of the resident mechanical problem solvers. His years in Orlando's Magic Kingdom bring insight and skill to all things mechanical. While trying to diagnose a problem with coal fired locomotive suffering from asthma, Ruth Saley had the solution. She provided a sewing needle that opened up an exhaust vent, thus avoiding hours of mechanical surgery. What a team!

Sir Geoff Spenceley observed that "the steamup was as wonderful as always; the camaraderie, the clinics, the special events, all make for a truly learning event. The young lasses who handle the registration all deserve medals and ribbons, so do all the other volunteers who assist in all manner of activities from set up, to clinics, contests and trade exhibits. However the ladies at the registration desk have to make the biggest efforts, I say XXX to them. Now the Brass band...aren't they fabulous? We are so fortunate to be able to listen and enjoy!"

Of course, The biggest thanks goes to Jerry for organizing and hosting these fabulous Steamups since 1993- CLAP, CLAP, CLAP - do I hear more clapping-yes I do! However, there is one change I would like" : By all means "Let the games begin" early as it did this

year but I believe the official opening with Jerry's introductory talk should be either on the Wednesday, Thursday or Friday. Many of us missed his opening as we arrived later and in my humble opinion, everyone should be able to hear Jerry's introduction with his unequalled wisdomic humor!"

Already plans are underway for 2011. Another full week awaits - January 16 - 22, 2011. A special feature will be a Mamod festival. This will bring back memories for some of their early steam experiences.

The little Mamod locomotives were the introduction to small scale live steam for many of us. Later that realm of orientation was embraced by Accucraft's Ruby. Having mastered success with small locomotives, the aspirational choice of some moved to Alleghenies, Big Boys and Garratts.

Jerry sees a parade of Mamod locomotives running on the dual gauge track as well as Mamod steam tractors and rollers running on the floor. He observed "getting the stinky pellet fuel will need some planning, so please let me know your feelings about all of this." After email communications from thirty steamers, it's a "GO"

For those who want to know more about small scale live steam, to learn about the specific niche of interest, or to simply show and operate their successfully built locomotive, Diamondhead is the place to be. It offers more than trains. It offers supportive friendship that span the miles and years, a setting for convivial conversations and welcoming respect and encouragement for children of all ages that still play with trains.

For further information and registration information, visit <http://www.diamondhead.org/>

Or write: Jerry Reshew  
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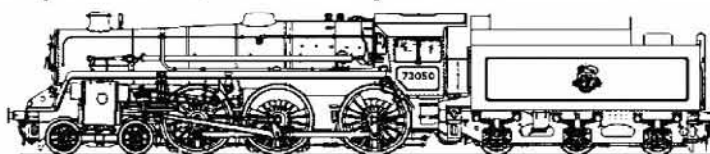


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## ***Building the Saugus Highline Railroad***

by Eric Strauss

photos by Rick Parker

We held our first steamup on our newly completed Saugus Highline elevated railroad at the end of May. We welcomed nine fellow steamers with their trains (and some with families) and spent a memorable day together running, admiring and talking trains. We look forward to hosting many more regular steamups in the future.

In building the railroad, I incorporated some features that may interest you future railroad barons. I've included several of my CAD drawings with accompanying photographs by Rick Parker. Keep in mind that I was an Aerospace engineer in a past life and now I'm a retired engineer. That means my approach to things is sometimes to turn them into projects and complicate them with problematic features so that I have problems to solve. Some of this crept into my railroad project (there I go) so it wound up taking almost two years to finish – but brother, it was FUN !

My friend and builder-craftsman Anthony Rivera did a beautiful job in building virtually all of the frames and platform structure to my drawings and specifications. Unfortunately, he had to relocate to New Mexico before I got the track down so he has yet to see the spectacular operational results of his work. Another friend and fellow steamer, Joe Gage, tirelessly trekked the 30 miles from his house day after day to help me get the track in for my impending open house and steamup. I can't thank you enough, fellas! Thanks also to Larry Bangham, Sonny Wizelman, and my wife, Marie, for their review and helpful comments on this article.

The enclosed drawing (Figure 1) shows the configuration of the railroad. It's basically a 45mm gauge, two-track loop with five yard tracks occupying an area 68 feet long (east/west) by 43 feet wide (north/south). The outside loop is 186 feet around. The total trackage, including yards, is about 475 feet. The center-to-center distance between tracks is 8" and the platform extends 6 1/4" beyond the track center lines at the sides. All turnouts are number 6's. Using a surveyor's transit, the railroad was made dead level but the yard slopes so the platform height above grade varies from 24" to 42". In retrospect, even though it forced the curvature of the inside loop down to just under a 7.5 ft. radius, the circular extension at the northeast corner of the loop was an important addition since it adds the interest of

reverse curves and has a different "feel" than the rest of the railroad. A lead track runs into the shed in back of the garage for temporary train storage. Photographs 1A through 1F were taken at the positions marked on the drawing.

### **Frame Structure**

While metal structures have much to recommend them from an engineering standpoint, I considered the natural warmth of a wood structure, even with all of its idiosyncrasies, compelling (Incidentally, the detailed mechanical characteristics of the various woods are available from the Forest Service's Forest Products Laboratory Wood Handbook publication which is available online- just Google Wood Handbook). I started with Chuck Walter's 2"x 6" box sections (see SITG #67) bolted together to form the framework. The wood for this is (allegedly) kiln dried fir which I thought would prevent warping, but 7 of the frames still warped prohibitively and had to be rebuilt.

The box section joints were glued with Titebond II glue and screwed together using 3" #10 square drive flat head screws. I used about 800 of these screws and the square drive system here greatly simplified the box assembly. To protect and dress up the wood I gave the frames two coats of Watco Danish Oil Dark Walnut Finish. The manufacturer suggests recoating at 6-month intervals.

I followed Chuck's approach also in using pre-cast concrete footings as a base with 4"x 4" upright supports. Thus I did not have to dig (over 70!) postholes in my extremely hard, high clay content, backyard soil (a daunting proposition, to be sure). Also, if necessary, the footings may be moved slightly to accommodate the railroad structure as it is being built. For reference, I have included a diagram (see Figure 2) of the framework and footings.

*This series will continue in our next issue*





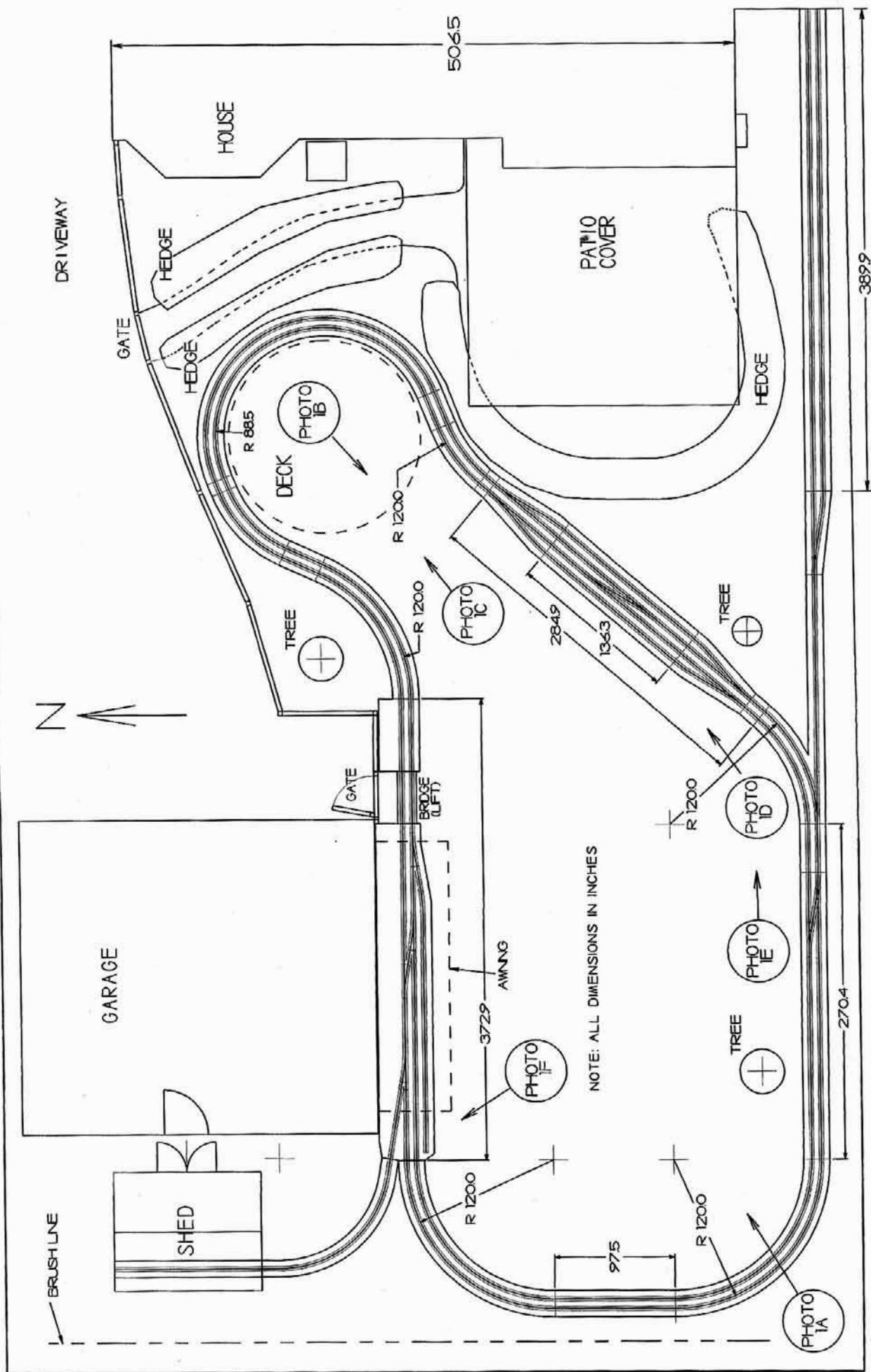


FIGURE 1 - RAILROAD TRACK PLAN

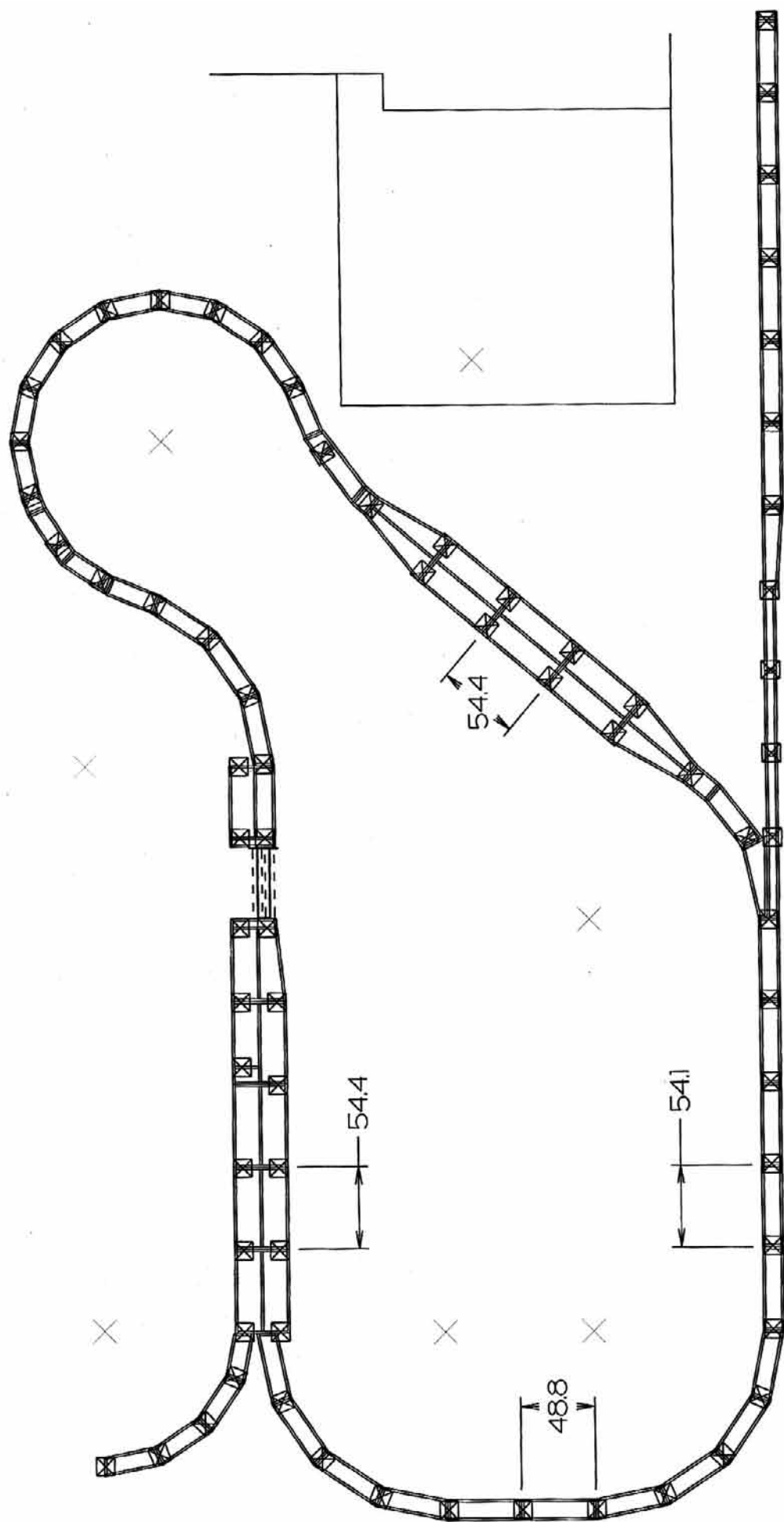


FIGURE 2 - LAYOUT OF RAILROAD FRAMES AND FOOTINGS

**Photo 1A**



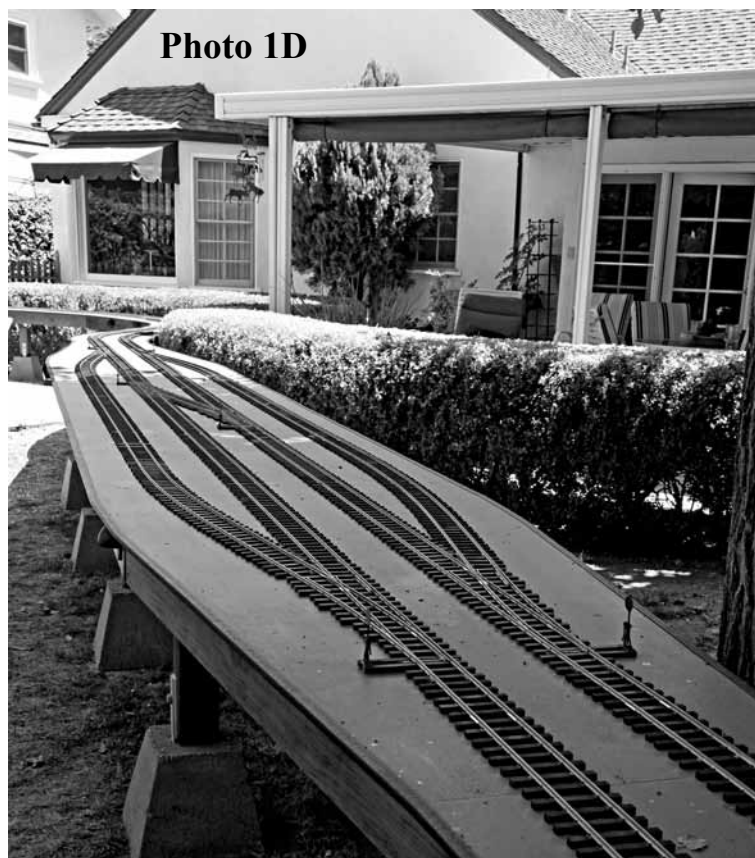
**Photo 1B**



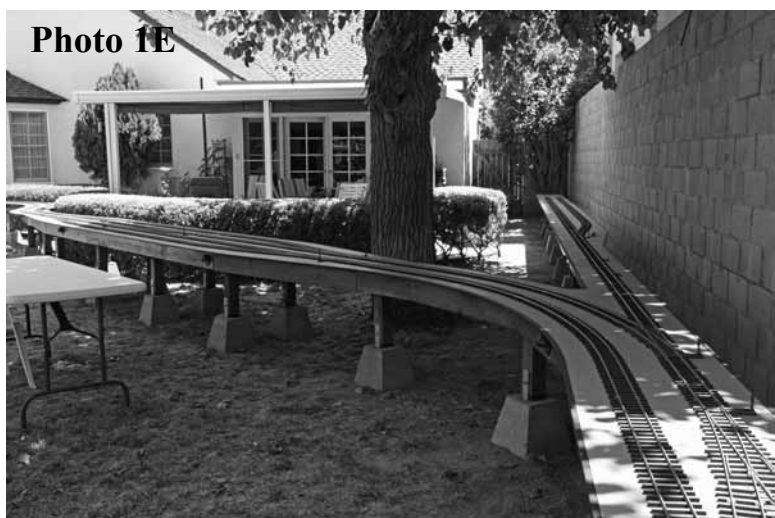
**Photo 1C**



**Photo 1D**



**Photo 1E**



**Photo 1F**





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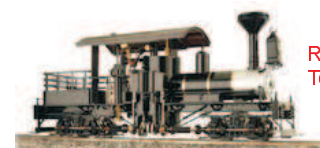


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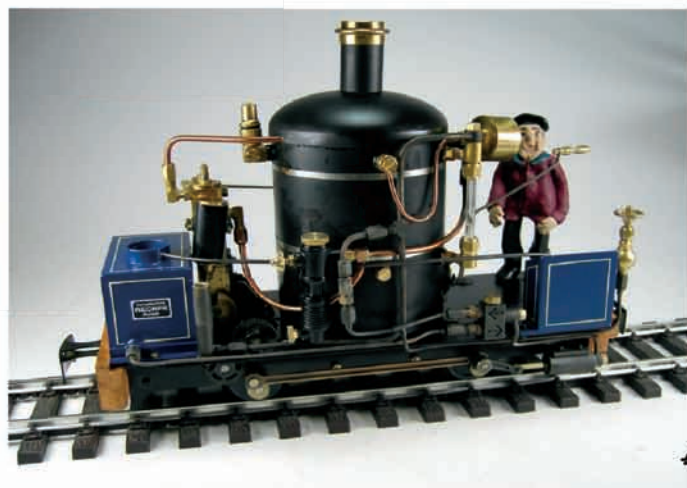
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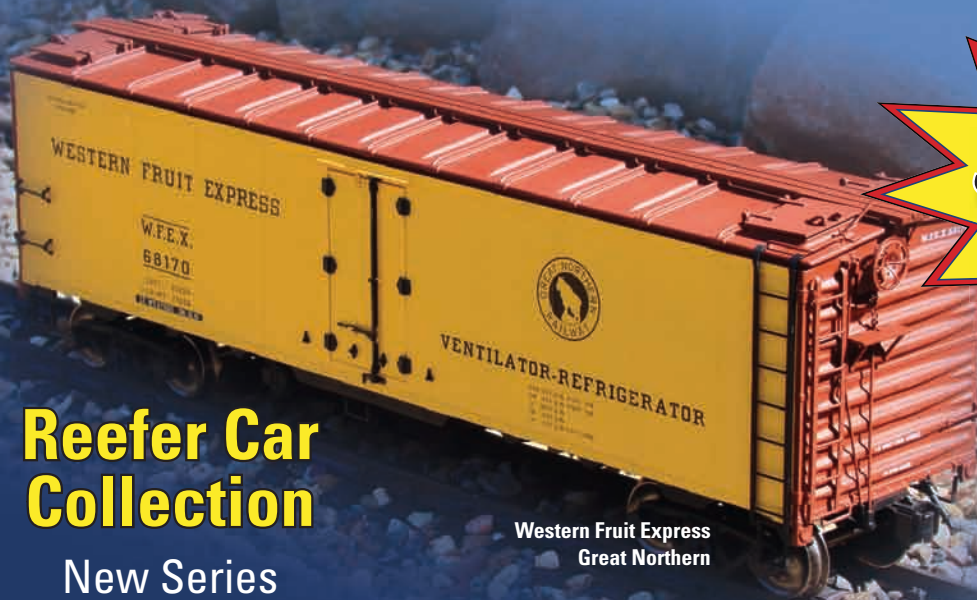
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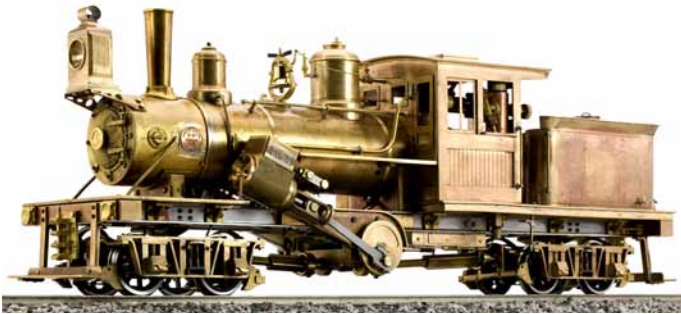
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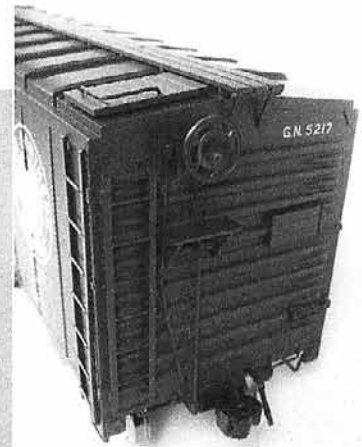
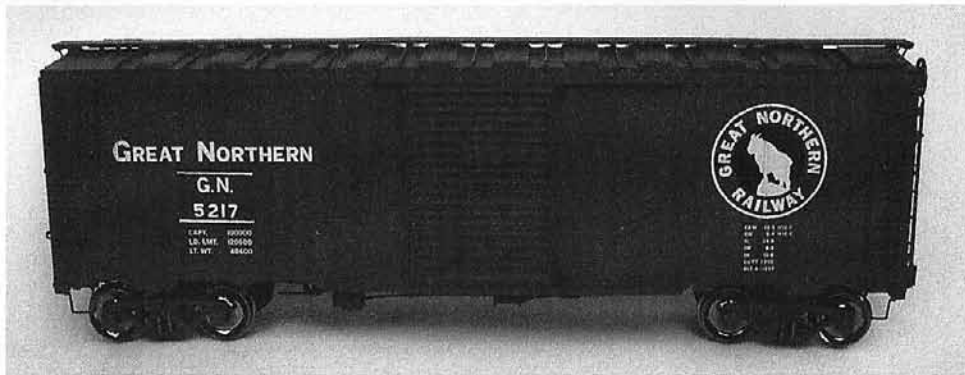
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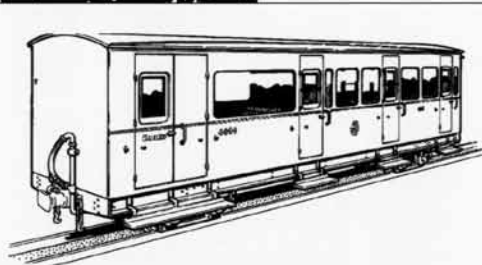
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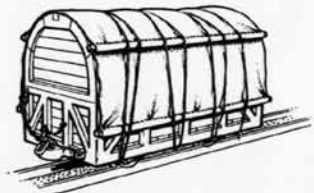


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## *Climbing the Learning Curve*

by Steve Baker

### *Plus a trainload of useful tips & hints*

One thing that keeps a hobby fresh is being able to keep learning new things. No matter how much you may think you know, there is more to learn. "Everything that can be invented, has been invented" wasn't true 100 years ago, and still isn't true. Also, re-inventing the wheel can be either satisfying (hey, I'm as smart as that other guy), or frustrating (how much time could I have saved if I knew that ?). Attending any steam-up is always a learning experience, and when folks gather in Mississippi, it's hard to tell if it's burning coal, or brain cells igniting.

If you plan to go to Diamondhead next year, bring a light - either a desk lamp, preferably one with a large magnifier to work at a table, and a hand held (or worn on the head - thanks Ron !) when running. The lighting in the Resort Atrium is really mood lighting, and needs serious supplementing for running and working on train equipment.

With a hobby, time replaces money. A hobby is when you can make something, with very minimal cash input, but extensive time spent enjoying the building. Experience yields faster, better results. Redbeard's Ruby Heisler is a great example. Minimal cost input, a very unique and smooth running locomotive. Will the locomotive ever be completed? I wouldn't presume to speak for him. However, I imagine that when he is satisfied with what he sees, Redbeard will move on to another project, and it will be declared completed. The Ruby Heisler is truly a kit bash, with emphasis on the bash. That's one aspect of the live steam hobby.

There were several coal burning locomotives. John Shawe had an O Gauge English outline coal burner, which he had scratch built. It ran smoothly, and only stopped when his reserved track time ended. Andrew Finnegan had his coal burning Ruby, which also ran great, a tribute to both the builder and engineer. There were several others also running during the day. The smell of coal smoke (and the threat of an activated smoke detector) may have brought back memories to those old enough to have seen mainline steam engines as a common place event.

Listening and talking with some "coal burners", here are some tips and thoughts. First, plan to do a thorough cleaning of the locomotive after about an hour of running. Mineral spirits are a good solvent to clean the smoke box, stack and firebox. A thorough brushing of the flues, and using a vacuum cleaner are needed to ensure no loss of

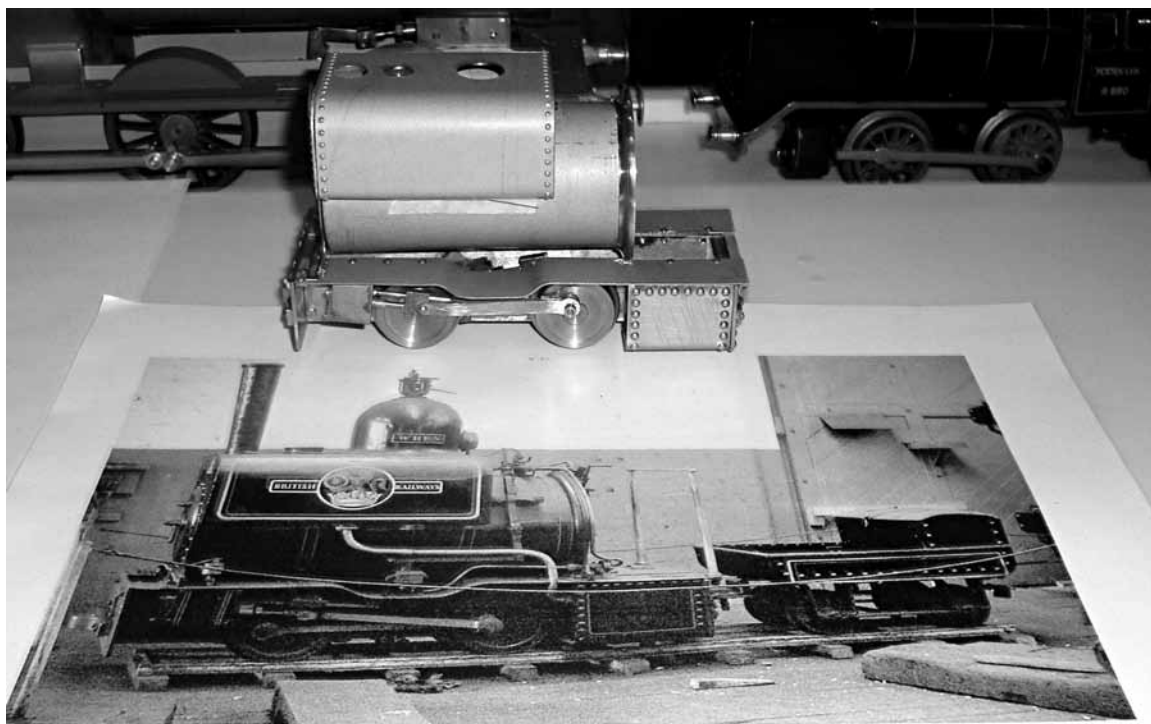
heat transfer from the fire side to water side of the boiler. Your grate and firebox need to be both stout and replaceable. Stout, since coal is very hot, and will distort thin section metal and burn through almost any thickness grate. Replaceable, to ensure when the metal burns through, the task of repairs is made easier. It appeared that cleaning the locomotive took almost as long as the run time.

Don Helsel and Rob Devries were running their alcohol fired, heavily modified Mamod locomotives on Saturday morning. Some may ask why put so much time into a Mamod, when a bit more money would get you a Ruby ? How about the challenge of learning how to install a lubricator, and getting the burner to provide enough heat without setting the track on fire? How about being able to buy a low cost locomotive, and have little more than time invested, resulting in long runs? It was fun to watch them run, and learn a bit about the modifications they had done.

Here are some additional things I heard - in no particular order. Thanks to everyone who shared their tips and ideas.

Building kits; Never build in a room with carpet - you will drop parts, and often won't be able to find them in the carpet. Or, put down a white sheet to make finding dropped parts easier. Never force anything when assembling parts. Don't work when tired - you may be tempted to do some assembly after dinner, on a week night. Not a good plan, if the task is complex. When installing springs, I heard two methods and a technique. First, put a length of thread through the spring, so when (not if) it flies away, the thread will retain it. Second, use needle nose tweezers all the way through the spring, to compress it, and allow placement. The technique suggested was to have a box of replacement springs, and just pick out another when you lose one. Read the directions all the way through before starting. Get familiar with the illustrations and sequence before opening the first parts package. Last, if you are not having fun, and things don't seem to go right, knock off for the day. You'll make a mistake that can either be costly or take more time to undo and do over.

Not happy with your paint job ? I'll pass on these tips, from a carriage builder who lives in the Seattle area. He uses spray cans from the hardware department for paint. He rarely uses an airbrush (but does have and sometimes uses one). Clean the part with acetone, and then soapy water. Let dry thoroughly (at least over night). Next, use



***One of many locos under construction on display at Diamondhead, this is a current project by Marc Horovitz. The engine is a model (or close approximation, anyway) of an 18"-gauge Beyer Peacock locomotive built for the Lancashire & Yorkshire's works at Horwich. The model is 16mm scale and will run on S-gauge track (7/8" gauge). It has one, double-acting oscillator between the frames, geared to the rear axle. Outside cylinders are dummies. The engine (if it is ever finished) will be non-reversing.***

**photo by Ken Matticks**

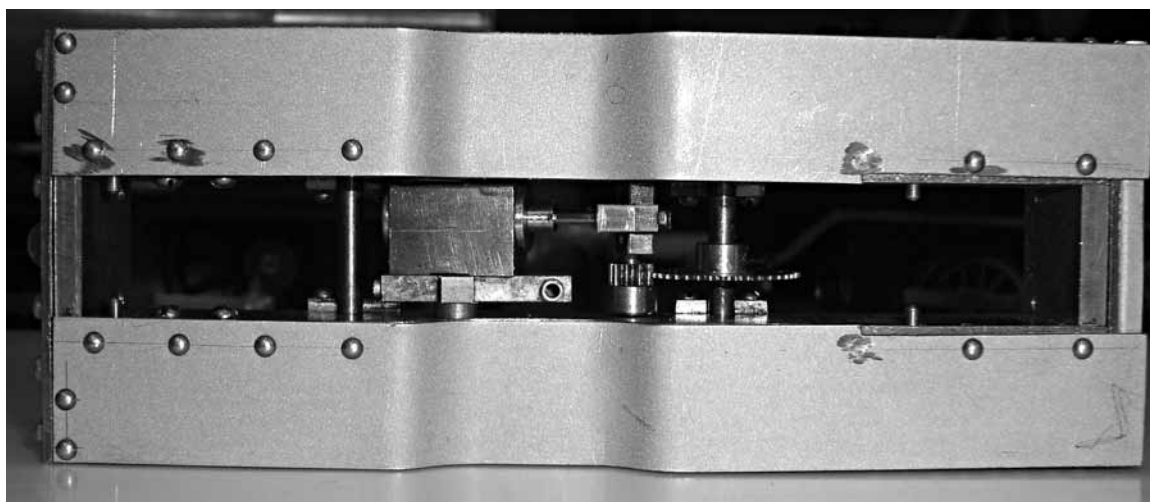
an etching primer, made by Rustoleum or Duplicolor. This will greatly improve paint adhering to the part. If you can't find it at the hardware store, check at an auto parts store for this. Lay out all your parts to be painted, and apply a very thin coat. Don't try to get 100% coverage in the first coat.

Spray every part, and then go back and apply a second coat while the first is still tacky. Again, a thin layer.

If you have a tolerant wife, you can cure the paint in the kitchen oven. Set the temperature at 120 degrees, and make sure to ventilate any fumes to

the outside. If you have long passenger cars, keep the oven door open, and use cardboard to enclose the protruding parts of the cars. Be very careful on the oven temperature setting, to ensure you don't over heat either the paint or cardboard. Do not leave your curing oven unattended.

I hope you read something useful here. Also, I hope you come to Diamondhead next year, to learn something new, see friends, and sharesomething you know.



***A peek at the single cylinder and gear drive of Marc's locomotive.***

**photo by Ken Matticks**



# *The Nuts and Bolts of Shays* *Trucks for S/N 2091 “Dulong”*

by Dan Rowe

From the last article on line shafts we move along the power train to the trucks. Trucks are one of the most interesting parts of a Shay locomotive. Watching the whole drive train in motion has a very hypnotic effect on most people.

The lack of left side photographs for many Shay classes makes it hard to verify model work. In this case we are very lucky because not only do both sets of the Mapleton Shay trucks still exist, but also the Lima 1908 Repair Parts Catalog has quality photos of the same model of truck that was used on the Dulong shop number 2091. This page is printed with this article.

It would be nice from a researcher's point of view if the numbers on the repair parts matched the number system used in the drafting department for the drawings. As far as I know, this numbering system was only used by the spare parts department. The names of the parts are very useful because they match the names used on other Lima records that list the drawing and pattern numbers. I have not located a record of the exact truck assembly drawing that was used for the Dulong truck. There are several truck assembly drawings that show a truck with the same component parts as the photograph. It was common to modify the assembly drawings to show several gauge combinations.

The main difference between the two Shays built for the Mapleton Tramway is the truck design. The wood bolsters shown in the photo from the repair parts catalog were replaced with riveted steel channel and plate construction on later models. This difference is very easy to spot on any clear photo of this truck. The truck columns in the photo used with the wood bolster have two holes. The truck columns used with steel bolsters are solid, without the holes.

The other main difference is the right truck box. The Dulong was built with gear set #17 with a 2.47:1 ratio. By the time the Mapleton S/N 2800 was built, the standard gear for the 2-6"x10" had changed to gear set #23 with a 3.08:1 ratio. This required a change in the right truck box design to handle the slightly larger gear. The new right box could be used with either gear

set so the customer had a choice between gear set #17 and #23. The different truck boxes look very similar, so the difference is not easy to spot in photographs. The pedestal for the left side axle bearing box is the same for both truck versions.

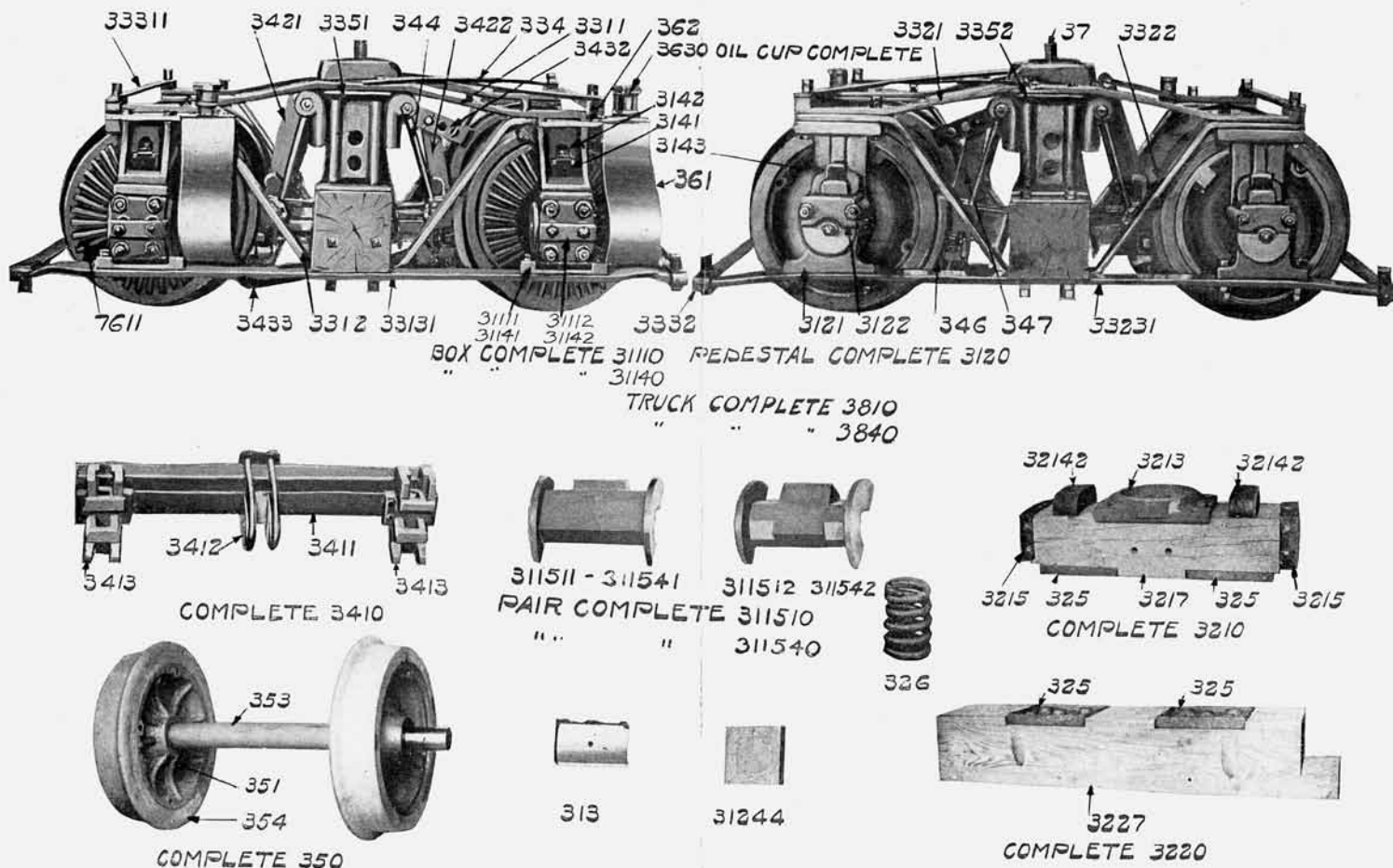
In the last issue on line shafts I used card CD 231 to show the square shaft. The card indicated in the record is CD 3328 for both the Mapleton Tramway Shays. The drawing is the same; the only difference is that CD 3328 is a tabled card that lists the dimensions of the square shafts for several Shays. I neglected to include the length information in that article. The front square shaft is 22" long measured to the center of the horns. The rear shaft is 24" long.

I have to admit to another drawing error that I made on the frame arrangement. The frame spreader that is located in front of the boiler firebox is not a flat plate as I drew it. It was drawn as a box on the original print and I could not make sense out of that so I changed the drawing. I now have the proper detail drawing. The box was correct because the spreader is an oak beam with a large dado in the center for a threaded rod to hold the assembly in compression. I knew that the early Shays had oak spreaders, but I thought that when the change to steel was made that all the spreaders were steel.

The next issue will have the part drawings and assembly drawing for the Dulong trucks. As none of the existing assembly drawings for this truck are drawn for 2' gauge, I have made a special version for both the Dulong and the Mapleton trucks.

A sad personal note is the passing of Mary Lou Diehl. She has been a patron of my efforts at industrial archeology since way before I starting writing this series. She supplied this series with encouragement for my writing and several batches of drawings. She never failed to call with her comments on my articles after she read her copy.





## No. 3810—Front Truck Complete " 3840—Rear Truck Complete

### 31110 RIGHT TRUCK BOX COMPLETE FRONT TRUCK

- 31111 Box
- 31112 Cap
- 311510 LINE SHAFT BRASSES, PAIR  
—See note
- 311511 Outside half
- 311512 Inside half
- 313 Journal brass—See note
- 3141 Oil box cover
- 3142 Oil box cover hinge lug

### 31140 RIGHT TRUCK BOX COMPLETE REAR TRUCK

- 31141 Box
- 31142 Cap
- 311540 LINE SHAFT BRASSES, PAIR  
—See note
- 311541 Outside half
- 311542 Inside half
- 313 Journal brass—See note
- 3141 Oil box cover
- 3142 Oil box cover hinge lug

### 3120 LEFT TRUCK BOX COMPLETE

- 3121 Pedestal
- 3123 Cap
- 31244 Thrust plate
- 313 Journal brass—See note
- 3143 Oil box cover

### 3210 TOP BOLSTER COMPLETE

- 3217 Wood bolster—bare
- 3213 Center plate
- 32142 Side bearing block
- 3215 End casting
- 325 Spring plate

### 3220 BOTTOM BOLSTER COMPLETE

- 3227 Wood bolster—bare
- 325 Spring plate
- 326 Bolster spring

### 3310 RIGHT FRAME COMPLETE

- 3311 Arch bar
- 3312 Inverted arch bar
- 33131 Bottom tie bar

### 3320 LEFT FRAME COMPLETE

- 3321 Arch bar
- 3322 Inverted arch bar
- 33231 Bottom tie bar

- 33311 Top cross tie bar
- 3332 Bottom cross tie bar
- 334 Diagonal brace bar
- 3351 Truck column right
- 3352 Truck column left

### 3410 BRAKE BEAM COMPLETE

- 3411 Beam
- 3412 Lever fulcrum
- 3413 Brake head

- 3421 Brake lever long
- 3422 Brake lever short

- 3432 Brake stop rod
- 3433 Brake rod bottom
- 344 Brake hanger
- 345 Brake hanger pin
- 346 Brake shoe
- 347 Brake shoe key

### 350 WHEEL, AXLE AND TIRE COMPLETE

- 351 Wheel center
- 353 Axle
- 354 Tire

### 360 GEAR COVER COMPLETE

- 361 Gear cover
- 362 Gear cover bracket

### 3630 GEAR COVER OIL CUP COMPLETE

- 3631 Oil cup
- 3632 Oil cup cover
- 3633 Oil cup pipe

- 37 King bolt
- 7611 Gear rim

NOTE:—When ordering line shaft brasses or journal brasses give diameter of bearing.

# *Mason Bogie - Part 3*

## *Cab & Tender*

by W. Winn Erdman

The cab and cow catcher' are Vance Bass laser cut wood kits. The pilot was assembled according to his instructions. The cab was modified somewhat to make it more convenient for steam operation. Basically I made the roof removable and the whole cab is also fairly easy to remove. I made some extra roof frames, added extra bracing around the top of the walls and the roof overhang supports, and added paneling to the ceiling.

**See Photo 1 Cab & Roof and Photo 2 Cowcatcher**

The tender contains the gas tank, the radio control receiver and batteries. The construction follows the Master Class plan using brass instead of styrene. The coal load has a small hole for access to the gas filler, the gas valve protrudes above the coal load behind the left side of the cab. The entire tender is removable by unscrewing 4 nuts on the bottom of the deck.

**Photo 3 Tender form with deck and gas tank.**

**Photo 4 Cladding with rivets embossed**

The cladding is .010 brass. I printed the plans out in reverse and glued them to the brass with spray adhesive. After embossing the rivets by following the print with a male punch in the drill press and a female die, I cut the parts to shape. I used a .060 half round brass wire to form the lip at the top edge of the flare.

**See Photo 5**

The hungry boards are soldered and riveted together into one unit. The vertical railing parts were soldered to the solid liner with 600 degree solder and then the horizontal rails were attached with 430 degree solder. After all the parts were soldered, all the joints were riveted with short pieces of .047 brass rod. The assembly will be bolted to the tender with #00-90 bolts.

**See Photo 6 The completed tender with hungry boards and air tank installed.**

I did not have the 600 degree solder when assembling the tender form so I used J-B Weld to attach the cladding. It would have been better if I could have attached the cladding with the lower temp solder without the form falling apart. The J-B Weld seems to be OK but not as secure as solder. The air tank is a piece of 3/4 inch copper pipe with end caps wrapped with a .010 wrapper with embossed rivets.

**See Photo 7 The Bronson-Tate Tender truck**

I made the brake hangers out of brass and the brake shoes actually pivot, not for any reason except the they were easier to attach that way. A brass rod (not shown) runs between the center of the front and rear brake beams. The front and rear wheels have brass bearings inserted into the plastic journals while the center axle rides in a vertical slot and really does not carry any of the load. I thought about copying the truck using brass and making the springs pivot to equalize all 3 axles but so far have not tried to do that.



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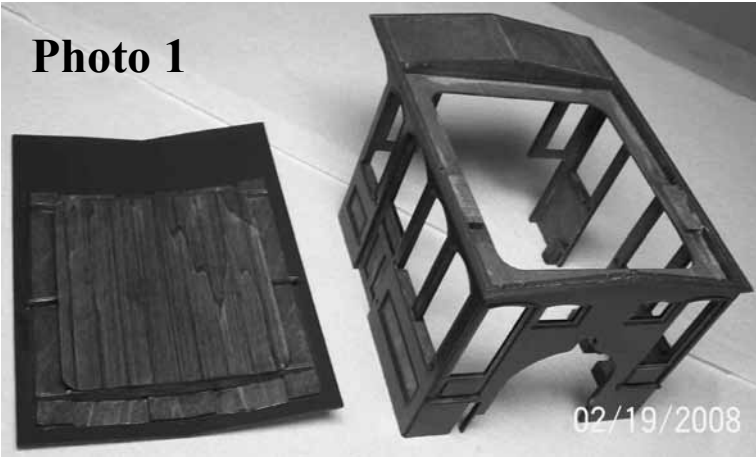
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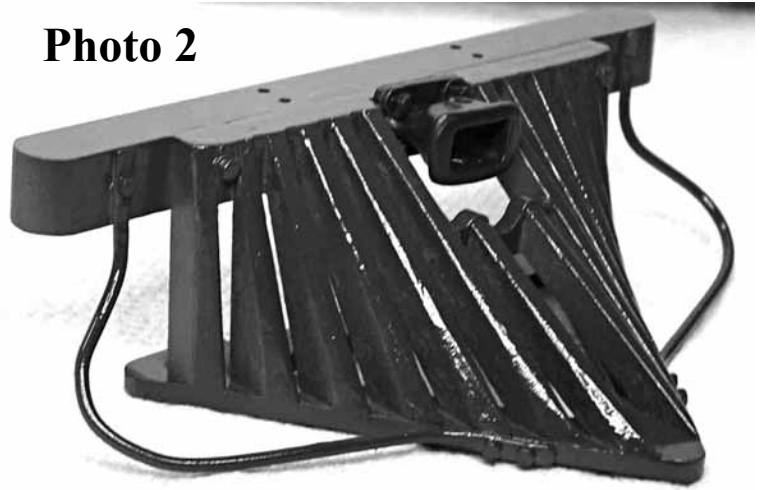
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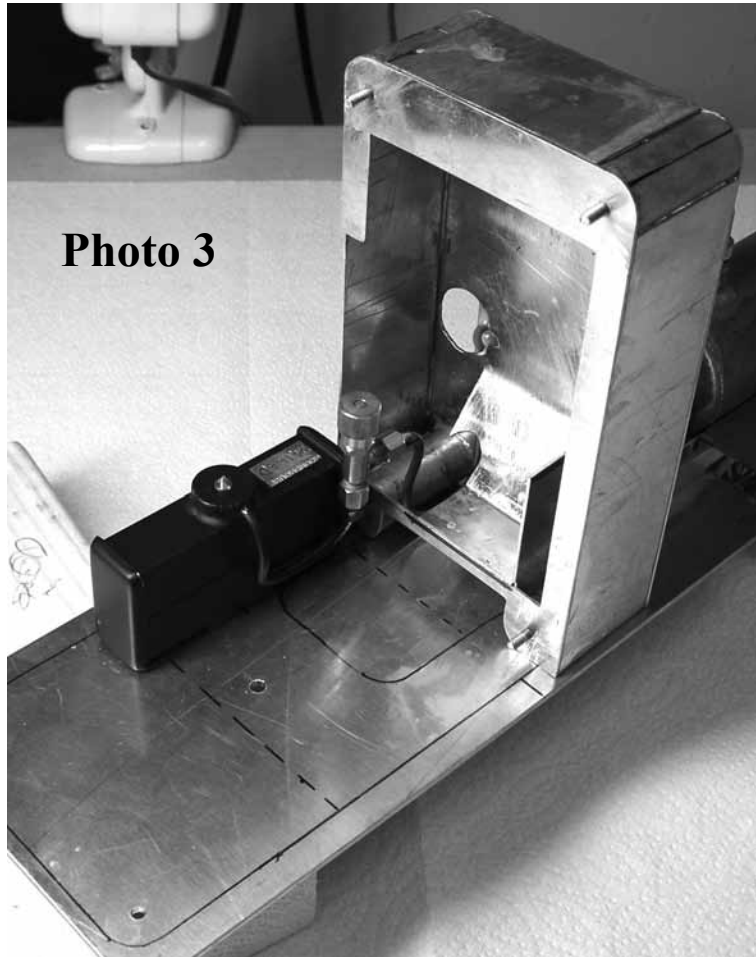
**Photo 1**



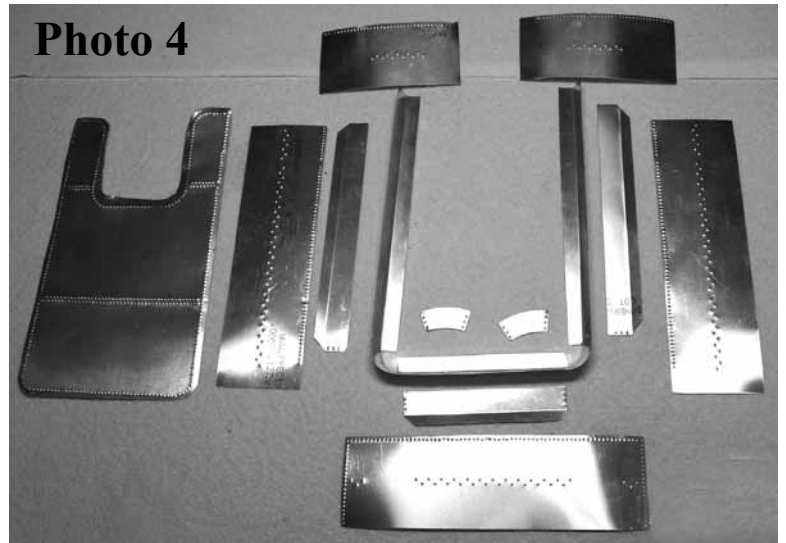
**Photo 2**



**Photo 3**



**Photo 4**



**Photo 5**



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Photo 6

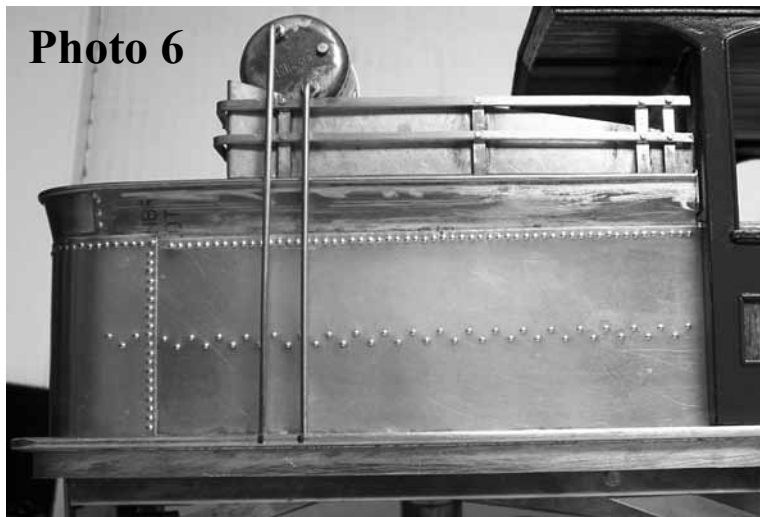
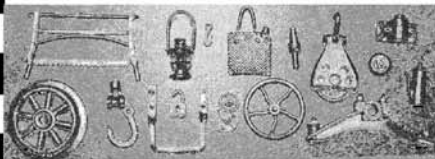


Photo 7



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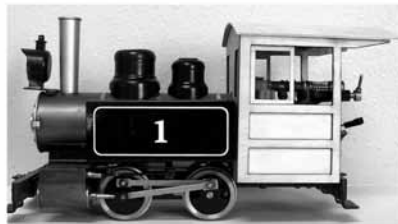
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# *Cabin Fever 2010 Report*

by Alan Redeker

The 2010 Cabin Fever Model Engineering Expo was held at the York, PA fairgrounds January 15-17, 2010. The Live Steam Railroading theme for this year was appropriate for this magazine. And in that spirit, Marie Brown held down the fort for *SitG*.

Mike Moore's two tracks were set up, as was Charles Bednarik's. A new addition this year was an extended table-top layout for HO/OO live steam. On arriving Friday afternoon, the live auction was under way, and both the Moore and Bednarik large tracks were quite busy. Items of interest were the beautiful new Accucraft K-36s (they are BIG) and a plethora of Accucraft's new 1:32 boxcars. The first thing I saw upon coming in the door was John Allman's wonderful

Aster Allegheny 2-6-6-6 pulling a long string of cars, running side by side with Nick and Murray Wilson's beautiful V&T 4-4-0 and its yellow passenger cars.

Noteworthy runs during the meet included Brittany's Aster Schools, Scott McDonald's Wada Works Burlington Zephyr and Accucraft GS-4, Dan Stroka's smooth-running Climax with coaching/kibitzing by Jason Kovac, Ryan Bednarik coal-firing his K-4, Pete Thornton's flawless C-19, George Speidel's smooth running F5 2-10-2, Carl Weaver's extra loud K-28, and Roman Pawlowski's 1:32 S-12 0-6-0 that was completely dwarfed running along side Scott Loomer's new 1:20.3 K-36. Mike was running his beautifully re-worked-to-narrow-gauge Aris-



*Three generations of live steaming Redekers (l to r) Uncle Jeff, Griffin, Brent, Grant, Alan and Harrison.*

tocraft Mikado, and Richard his 0-4-0 Porter. While covered earlier in the article by Rob Kuhlman, it was fun watching fellow Adirondack Live Steamer Walt Stolte run his home-built chain drive creation along with what I understand was Walt's father's scratch-built first 2-2-0 live steamer.

Most rewarding was getting to see so many old (and new) live steam friends including Carl Weaver, Tom Stevens, Jim and Joanne Stapleton, Bill Crane, Mike Nate, Mike Oates, Kent (Cape Cod Steam) Killam, Mike Peterlin, Brittany and Joe, Jon Kling, Royce Brademan, Harry and Paul Quirk, Colonel Noel Crawford, Stan Richmond, Roy Ganderton, Robert Hekemian, Bob McHale, Bob McDonough and many others including the large Canadian contingent, with Dick Abbott, David Morgan-Kirby and also including Bruce, Larry & Gord who were running nose to nose 2-cylinder Shay and several other engines, including one that was coal fired. There were also several newcomers to our live steam hobby running everything from Rubys and Forneys, all the way up to the group from RIT with an Accucraft F-4 2-10-2.

Other Cabin Fever points of interest were torrential rains on Saturday coupled with a power failure and steaming by backup lighting only. The good news with the power failure was getting to better appreciate interior lighting on Pete Thornton's East Broad Top coaches and Scott Loomer's San Juan set.

A sidelight on the auction was Justin Koch acquiring a basket case never-assembled 7-1/4" ride-behind 0-6-0. Justin then proceeded to largely put it together during the course of the weekend --- working out in the cold weather in the back of his SUV, buying everything from tools to fasteners to do it.

On a personal note, it was satisfying to see son Brent Redeker and his three boys (11, 8, and 6) get to run their Accucraft Forney on Saturday and Sunday with help from Uncle Jeff Redeker. This was a lot more fun (read "hands on") than last year's Cabin Fever experience for Brent and the boys with their own first live steamer, an Aristocraft Mikado. I got great runs all three days with my cab forward, with the highlight on Sunday. The Sunday run was best because of getting to steam the cab forward with grandson Griffin. We had a great time scaling up his Forney experience: going over the ways to get water in the engine, checking burners, reading the level in the sight glass (plus the obvious "too full" signal of water out the stack) and learning how to adjust the bypass valve.

And all rumors to the contrary, Alan Redeker really does have a continuing narrow gauge streak.

On that front, the high point was running my Bronson-Tate South Pacific Coast caboose #47 for the first time. Mike Peterlin had done a beautiful job of building the car, and it was fun to re-enact the 1907 SPC "Last cleanup train through Agnew", running in reverse with flags flying backwards just like the prototype comparison photo. Running on the track at the same time was Mike Peterlin's new South Pacific Coast #2 combine/caboose, pulled by Jeff Redeker's Santa Cruz & Felton 4-4-0 mogul conversion.

Cabin Fever also provided a central location for the "Project Flat Face" team to meet. Members from the Adirondacks, New Jersey, Pennsylvania and Virginia met to review the progress of the prototype model for conversion of six of Accucraft's Southern Pacific AC-12 to the flat face AC-6. An alternate suggestion from an outsider was considered but rejected --- it was decided that engineering calculations were far too complicated to either: a) determine the speed necessary to run an AC-12 cab forward into a concrete block on the track; or b) determine the precise height and necessary angle to drop an AC-12 nose first on the floor. So the present course of a conventional conversion is continuing.

On the track front, Ryan and Chuck Bednarik had reworked supports on their layout for smoother running. However, rumor has it that the Bednarik's are moving forward with new frames, Dibond decks, additional straights and an added engine yard. Also, Mike Moore was spotted looking at sketches for a revised turntable setup for the Aikenback Central track to allow improved storage for certain large articulated locomotives.

To top everything off for the weekend, we all got to sing "Happy Birthday" to Harry Quirk for his 82nd --- led by our very own live steam symphonic director Roman Pawlowski.

As usual, the Cabin Fever Expo was a great event, with organizer George providing an assortment of vendors and resources, a pond for the boats, an interesting auction and a dinner for vendors and exhibitors. Many thanks to Mike and Barbara Moore and the Aikenback crowd for spearheading this effort. All of us in the small scale live steam fraternity really appreciate what they do for us.





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## *A Water Bottle Quick Clamp*

by David Outteridge

I went to the 2009 Summer Steamup in Sacramento. I had a good time, of course, but something that caught my eye was the use of a model aircraft fuel pump as a boiler water pump. This pump replaced the more usual plunger syringe. The aircraft pump has two clear attractions. One is its ability to provide a continuous supply of water, which is really useful for filling a large boiler. And the other attraction is that, by reversing the rotation direction of the handle, the direction of pumping is reversed. Thus, to fill a boiler with a given quantity of water one cranks one way, perhaps with the blower open to let out air, until the boiler is full. And then one cranks the other way a turn or two to extract water to provide whatever boiler air space is required.

So I went home and bought a pump. But then I realized that the pump needs a container from which to draw the water, and the only container I could remember from Sacramento was a specially converted bottle into which water was poured ready for dispensing when required. My recollection is that it was a quite complicated affair. So I tried to come up with something more simple. More simple translated to a system that enables the pump to be used with the water container purchased at the shop. The result is shown in image 1. The pump is clamped onto the top of a supermarket plastic water bottle and is setup to fill the engine boiler. When the bottle is empty the pump and clamp are moved onto the next bottle.

A system like this requires six components:

***pump***

***suction tube***

***delivery tube***

***custom-made bracket to hold the pump***

***seat for the bracket to fit the bottle***

***custom-made clamp***

Image 2 shows these six items, which are mostly self-explanatory, but are summarized here. The pump is purchased from the web or a local aircraft hobby

shop; mine is a “Hobbico hand-crank fuel pump”. Tower Hobbies have them for \$12 (plus shipping); I think I paid around \$15 (plus tax) at my local shop. The pump comes with some silicon tubing, although only just enough as I remember. The delivery tube is just silicon; the suction tube is a length of K&S brass tube, together with short lengths of silicon which hold the other parts together. The filter on the end of the suction tube is not really necessary for distilled water, but it comes with the pump anyway. The “seat for the bracket to fit the bottle” turned out to be a durometer 70 (i.e., soft) buna-N size 325 o-ring, purchased from my local o-ring supplier. However, if your bottle has a difficult shape at the top then your bracket seat solution could be less tractable - so buy your water and its bottle somewhere else. Thus, four of the six items are very simple; which leaves the two custom-made items to be described.

The bracket is a piece of sheet metal, I used 24 gauge steel, bent to a right angle. The pump is screwed to the upright back and there is a hole in the horizontal bottom which fits over the water bottle mouth.

Image 3 shows my bracket with the pump attached. You can see a strengthening rib that I soldered on the back of the bracket to stop excessive flexing during use of the pump. I recommend against doing this rib construction; it is far too much work. It is more straightforward to use a piece of metal that is thick enough not to flex: 18 or 20 gauge should do it. Of course, that means a heavier duty manufacturing process; but if I make another one of these, I shall take the thick metal route. The bracket must have enough clearance around the large hole for the clamp to fit.

The clamp is a vise grip clamp with custom-made jaws. The clamp can be a cheapie, there is no heavy load on it; these can be found at hardware shops, Harbor Freight, etc. I bought a 1-1/4” pipe fitting to make the jaws ring since I did not have any other suitable

**IMAGE #1**



steel pipe. A lathe is needed for the next part, and I had to ask a friend to do this for me because my micro-lathe definitely is not large enough. The inside diameter of the ring is machined to fit the outside diameter of the plastic cap from the target water bottle. The metal ring is about the same length as the cap, and the cap is a snug fit inside the ring. The ring is not split at this stage. The existing clamp jaws are cut off and the clamp adjusted to about where it should be in use; then the ring is hard soldered (with the plastic cap removed 8-) into the jaws. Then the plastic cap is glued into the ring, this does not need to be a high-strength

joint, just enough to stop the cap falling out; I think I used CA (superglue). Now the ring and cap are sawn through so that the clamp is able to work. The top of the cap is cut out leaving just the threaded part glued inside the, now split, ring. See image 4.

Now everything can be assembled! When the clamp is closed, (i.e., clamping) everything (clamp, bracket, pump, etc.) can be rotated a little, righty-tighty, so that the plastic threads glued to the inside of the clamp ring engage on the top of the water bottle and put a little

squeeze on the o-ring. This makes everything as sturdy as it can be - which is not as much as you would

**IMAGE #2**



**IMAGE #3**



like. When the pump handle is turned the plastic water bottle will flex somewhat, and filling the boiler may become a two handed job. It is no big deal.

My pump delivers just short of 11 ml per revolution; which works out to about 100 revolutions for a quart of liquid, and about 25 revolutions for a 280 ml boiler. A friend said I should make another one for pumping alcohol. This is not a bad idea at all; mounting the pump probably would be easier since alcohol cans have metal screw-on caps, thus the clamp would not be necessary.



**IMAGE #4**

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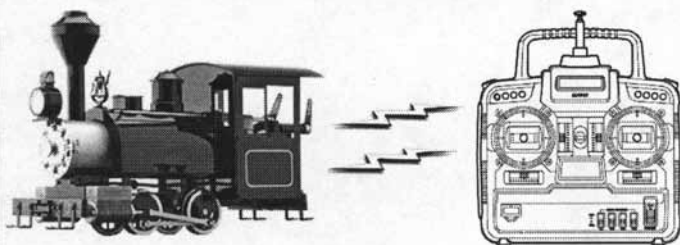
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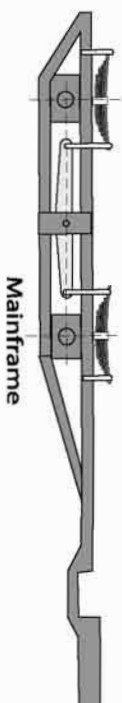
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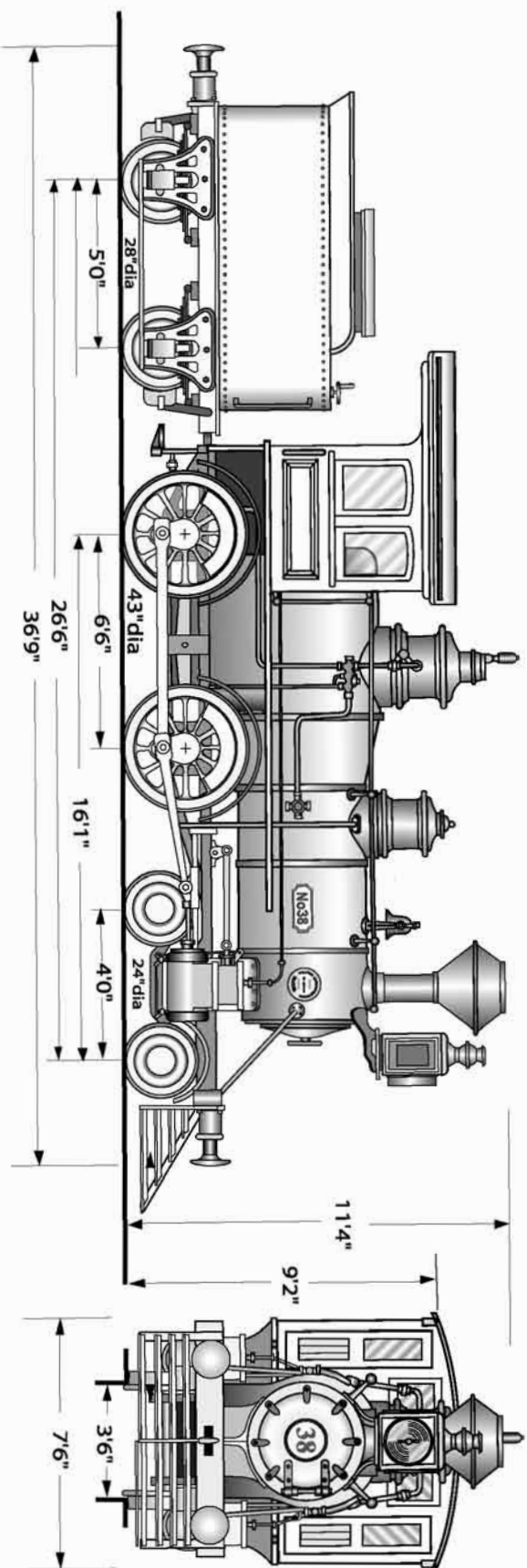
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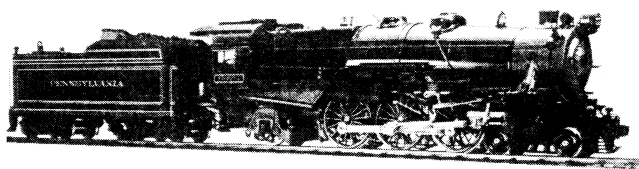
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## END OF THE LINE

Not much to say this month. Many of you have inquired about our status, and all I can say is that we're still in "hurry up and wait" mode. Faithful Assistant is scheduled for knee replacement surgery in April, which will complicate our situation a bit, but we'll get through it.

Thanks again for all your good wishes, prayers and letters of concern.

Happy Steaming!

*Ron*



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